Amendments to the Claims:

1. (Original) An aircraft motion control mechanism for regulating aircraft motion from a location remote from an aircraft body portion, the mechanism comprising:

a) one control surface support arm connected to and extended from the aircraft body portion; and

b) an auxiliary flow control surface in mechanical communication with the support arm and pivotal relative to orientation of the support arm.

2. (Original) The mechanism as recited in Claim 1, wherein the support arm and the auxiliary flow control surface are made of low radar reflectivity material.

3. (Original) The mechanism as recited in Claim 1, wherein the support arm and the auxiliary flow control surface are made of low radar reflectivity material.

4. (Original) The mechanism as recited in Claim 1, wherein the support arm is pivotally connected to the aircraft body portion.

5. (Original) The mechanism as recited in Claim 4, further comprises a control system for regulating movement of the support arm in response to sensed motion of aircraft.

6. (Original) The mechanism as recited in Claim 5, wherein the control system comprises a pitch motion detector to facilitate regulation of the control surface in response to sensed pitch motion.

7. (Original) The mechanism as recited in Claim 5, wherein the control system comprises a roll motion detector to facilitate regulation of the control surface in response to sensed roll motion.

8. (Original) The mechanism as recited in Claim 5, further comprising a first actuator disposed in the aircraft and operative to regulate movement of the support arm in response to a signal generated by the control system.

9. (Original) The mechanism as recited in Claim 1 or 5, wherein the control system is operative to regulate movement of the support arm in response to sensed movement of at least one aircraft aileron.

10. (Original) The mechanism as recited in Claim 1 or 5, wherein the control system is operative to regulate movement of the support arm in response to sensed movement of at least one aircraft elevator.

11. (Original) The mechanism as recited in Claim 1, wherein the auxiliary flow control surface is operative to deflect relative to orientation of the support arm.

12. (Original) The mechanism as recited in Claim 11, further comprising a control system for regulating deflection of the auxiliary flow control surface in response to sensed motion of the aircraft.

13. (Original) The mechanism as recited in Claim 12, further comprising a second actuator disposed approximate the auxiliary flow control surface and operative to regulate deflection of the auxiliary flow control surface in response to a signal generated by the control system.

14. (Original) The mechanism as recited in Claim 11, wherein the control system is operative to deflect the auxiliary flow control surface in response to sensed motion of the aircraft.

15. (Original) The mechanism as recited in Claim 11, wherein the control system is operative to deflect the auxiliary flow control surface in response to movement of at least one aircraft aileron.

16. (Original) The mechanism as recited in Claim 11, wherein the control system is operative to deflect the auxiliary flow control surface in response to movement of at least one aircraft elevator.

17. (Original) The mechanism as recited in Claim 1, wherein the aircraft body portion comprises an aircraft fuselage.

18. (Original) The mechanism as recited in Claim 1, wherein the aircraft body portion comprises an aircraft wing.

19. (Original) The mechanism as recited in Claim 1, wherein the auxiliary control mechanism is operative to regulate deflection of the auxiliary flow control surface against the ground when the aircraft is taking off and landing.

20. (Currently Amended) An aircraft motion control mechanism for use in a tailless aircraft, comprising:

a) at least one support arm having first and second ends, the first end being pivotally connected to an aircraft body portion; and

b) an auxiliary flow control surface connected to the second end, the auxiliary flow control surface being operative to vertically deflect airflow about the supporting arm to regulate orientation of the aircraft.

21. (Cancelled).

22. (Original) The mechanism as recited in Claim 20, wherein the support arm is rigidly connected to the aircraft body portion.

23. (Original) The mechanism as recited in Claim 20, wherein the aircraft body portion comprises an aircraft fuselage.

24. (Original) The mechanism as recited in Claim 20, wherein the aircraft body portion comprises an aircraft wing.

25. (Original) An aircraft, comprising:

a) a body portion;

b) an auxiliary control structure for regulating aircraft motion, the mechanism further comprising:

c) a pair of control arms pivotally connected and extending from the body portion, the pair of control arms being operative to deflect about the body portion towards the same direction or the opposing direction; and

d) a pair of auxiliary flow control surfaces connected to the support arms and operative to deflect airflow to regulate orientation of the aircraft from a location remote from the body portion.

26. (Original) The aircraft as recited in Claim 25, wherein the body portion comprises a fuselage.

27. (Original) The aircraft as recited in Claim 25, wherein the body portion comprises a wing.

28. (Original) The aircraft as recited in Claim 25, wherein the auxiliary flow control surfaces are deflectable about the support arms.

29. (Original) The aircraft as recited in Claim 25, wherein the support arms and the auxiliary flow control surfaces are made of electromagnetic absorbent material.

30. (Original) The aircraft as recited in Claim 29, wherein the body portion further comprises a sealing material made of electromagnetic absorbent material.

31. (Original) The aircraft as recited in Claim 25, wherein the control arms are operative to deflect about the body portion independently to each other.

32. (Original) The aircraft as recited in Claim 25, wherein the control arms are operative to deflect about the body portion simultaneously.